

KIPLING TELLS OF PERILS OF SUBMARINES IN BALTIC

(Continued from First Page.)

to free the boat of the ice and so went below." In the senior service two words are required to be said, everything that is said is said in a very simple way. The E-9 the next day "proceeded as requested" through a series of snowstorms and recurring deposits of ice on the bridge. It was in touch with a friendly ice breaker, and in her company ploughed and roared her way back to the work we knew. There is nothing to show it was a near thing for the E-9, but somehow one has the idea that the ice breaker did not arrive any too soon for the E-9. But what happened in the Baltic when the icebreaker did not arrive—that was another matter. In summer it is quite the other way. The E-9 had to go to bed by day, very often under long lasting northern light, when the Baltic is as smooth as a carpet and one cannot get within a mile and a half of anything with one's eyes in the head without being put down.

There was one time when the E-9, evidently on information received, took up "a certain position" and reported. The sea was glassy. She had to suffer a silence while three heavily armed German ships went by, for attack would have given away her position. The reward came the next day when she sighted an enemy squadron coming up fast from the eastward, proceeding inshore of us.

They were two heavy battleships with an escort of destroyers, and the E-9 turned to attack. She does not say how she cut up in that smooth sea to within a quarter of a mile of the leading ship, a three funneled ship of either the Deutschland or the Schleswig-Holstein class. But she managed it and fired both bow torpedoes at her. "No. 1 torpedo was seen and heard to strike her just before the foremost funnel. Smoke and fire appeared to go as high as the mast. That much the E-9 saw before one of the guardian destroyers ran at her.

"No," says she, "observing her, I took my periscope off the battleship." This was excusable, as the destroyer was coming up with intent to kill, and the E-9 had to flood her tanks and get down quickly. Even then the destroyer only missed her, and she struck the bottom in 43 feet.

"But," says the E-9, who if she could not see kept her ears open, "the second torpedo was heard to explode, though not actually seen."

The E-9 came up twenty minutes after the attack. The destroyer was waiting for her a couple of hundred yards away, and again the E-9 dipped for her life, but "just had time to see one large vessel approximately four or five miles away."

Putting courage aside think for a moment of the mere detail of it all, that the E-9 came up for a chosen battleship, eye at the periscope watching No. 1 torpedo get home, the rush of the vessel, instant orders for flooding everything, the swift descent which had to be arranged with the full knowledge of the shallow sea floors waiting below and a guess at the course that might be taken by seeking bows down, assuming a destroyer to draw fifteen feet and a submarine on the bottom to stand twenty-five feet to the top of the conning tower, there is not much clearance of forty-three feet of salt water, especially if the boat jumps when she touches the bottom.

Through all these and a half a hundred other considerations, considerations which the trained minds below counting as only torpedo men can count, the run of merciless seconds that should tell when the second shot arrived.

Torpedo's Jar Felt

Then "at the correct interval" as laid down in the table of distances, the boom and jar of No. 2 torpedo, relief, exhaled breath and unlighted lips, impatient waiting for a second peep and when that is taken, and the eye at the periscope reported one little nigger boy in place of two on the waters, perhaps cigarettes, &c., while the destroyer circled about at a venture overhead.

Certainly they give men rewards for doing such things, but what reward can there be in any gift of a king or people to match the enduring satisfaction of having done them, not alone, but with and through and by the aid of trusty and proved companions.

The E-9 was also in the Baltic, but Commander F. N. Laurence had experienced too. She went out one summer day, and late, too late in the evening, raised three torpedoes. The first she hit. While arranging for the second and third the first inconsiderately tried to ram her before the sights were on. So it was necessary to go down at once and waste whole minutes of precious scouting light.

When she rose the stricken ship was sinking and shortly afterward blew up. The other two were patrolling near by. It would have been a fair chance in daylight, but darkness defeated her and she had to give up the attack.

It was the E-1 that during thick

weather came across a squadron of battle cruisers and got in on flanking ship, probably the Moltke. The destroyers were very much on the alert, and she had to dive at once to avoid one that only missed her by a few feet. Then the fog shut down and stopped further developments. Thus do time and chance come to every man. The trade has many stories, too, of watching patrols when the boat must see chance after chance go by under her nose and write, merely write what she has seen. Naturally they do not appear in any accessible records.

Nor, which is a pity, do authorities release records of glorious failures when everything goes wrong and torpedoes break the surface and square like ducks or arrive full square with clang and burst of white water and fail to explode, when the devil is in charge of all the motors and clutches develop the play that would scare a shoregoing mechanic bald, when the batteries begin to give off death instead of power and stop.

The ice and wreckage of the strewn seas wracks and wrenches the hull till the whole leaking bag of tricks limps home in six missing cylinders and one ditto propeller, plus the indomitable will of red eyed lousy scarecrows. There might be worse things in this world for decent people to read than such records.

MONUMENT FOR KITCHENER.

Parliament to Ask King's Permission for Erection of Memorial.

LONDON, June 20.—After a recess of three weeks Parliament reassembled today. Much has happened during the interval which will occupy the attention of the House. The naval battle in the North Sea, the death of Lord Kitchener, the economic conference of the Allies, the blockade of Greece and the Irish question will provide material for discussion.

Premier Asquith announced that he would move a resolution concerning the death of Earl Kitchener to-morrow. Messages of condolence from the French Chamber of Deputies, the Russian Duma and the Greek Chamber were read by the Premier.

Parliament will ask to-morrow the King's permission for the erection at the public expense of a monument to Lord Kitchener.

Speaking in the House of Lords to-day Viscount French said:

"When I had reason to believe I would be chosen for chief command in France at the outbreak of the present war I went to Earl Kitchener very early one morning and urged him to take my place and that I should accompany him. Although he at that moment had no idea of taking over the position of Secretary for War, I could not prevail upon him to do this."

"The nation indeed has suffered a grievous loss. The finest monument the people can erect to this great man is to clothe themselves in the spirit of determination and concentration of effort which characterized his long and valuable career."

A Gala Closing of the ALLIED BAZAAR

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U. S. SHIP SEACONNET TORPEDOED, IS REPORT

Evidence Turned Over to the
American Consulate in
London.

LONDON, June 20.—The American steamship Seaconnet, which went aground on the Scroby Sands on Sunday last, was damaged before going ashore by an explosion from without, according to the statements of the officers and crew to the American Consulate here to-day.

Portions of metal found in the hull of the vessel after the explosion were pronounced parts of a torpedo by the marine authorities at Yarmouth. These pieces of metal, which appear to be of brass, will be turned over to Consul-General Skinner.

The Seaconnet, which was bound from Archangel to London with a cargo of timber, had the American flag painted on both sides of her bow and also flew the emblem. She was about sixty miles east of Yarmouth when a terrific explosion racked the ship. The first compartment immediately filled, and after a few minutes the doors of the second compartment burst and water rushed in.

The steamship was headed toward the shore by the captain. She finally reached the Sands, where the captain beached her, but there was a heavy sea and the crew were in great danger of being swept overboard. Lifeboats put out from Yarmouth and took all off.

The Seaconnet was held in the ice at Archangel for several months last winter and the officers and crew were prevented by the military authorities from communicating with the outside world.

NEW HOME RULE PLAN OPPOSED BY CLERGY

Protestant Bishops Protest
Against Proposals of
Lloyd George.

Special Cable Despatch to The Sun.
LONDON, June 20.—The exact extent and significance of the cleavage in Cabinet opinion with reference to Ireland is doubtful. Information gathered from various lobbyists does not justify the supposition that a Cabinet crisis exists, although the position seems difficult.

The trouble apparently arises from the attitude of Unionists in the west and south of Ireland, who warmly oppose Mr. Lloyd George's proposals and have the sympathy of Lord Lansdowne, Walter H. Long, Lord Melbourne and many other prominent Unionist members of the House of Commons who are unwilling that a parliament of any form be established in Ireland during the war. A curious feature of the situation is that Sir Edward Carson and the Ulster Unionists have little sympathy for the dissidents, and being satisfied with the exclusion of the six northern counties continue willing to cooperate with John Redmond and Joseph Devlin for settling the question on the proposed lines.

The bulk of the English and Scottish public, as far as those who express opinions are concerned, seem strongly in favor of a settlement on the basis of Mr. Lloyd George's proposals. In the meantime the internal condition of Ireland is reported to be restless.

Distorted accounts of the late rebellion and the continuance of martial law are irritating a section of the population. Very few Nationalist members of Parliament returned to England for the reopening of Parliament. They remain in Ireland working for a settlement, which, if achieved, will, they believe, restore quietude. Much seems to depend on the attitude of the clergy of both churches. The Protestant Bishops have passed a resolution protesting against the new proposals. Cardinal Logue in an address at Maynooth urged the clergy in these very troublesome times to exercise great prudence in speech and act.

HID TRUTH OF SEA BATTLE.

German Survivors Harried to
Trenches to Prevent Talking.

Special Cable Despatch to The Sun.

LONDON, June 20.—The Daily Express says that among the recent British captures on the western front were several German sailors, survivors of ships sunk and damaged in the battle off Horn's Reef.

Immediately after landing they were equipped with military uniforms and sent to the trenches to prevent them from telling relatives and other civilians the truth about the battle.



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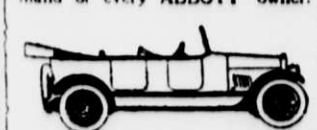
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